

The Intelligencer.

Frow, Campbell & Hart, Prop's.

Issued Daily, Semi-Weekly and Weekly.

TERMS:

By Mail, Postage Free in the United States.

DAILY, One Year, \$5.00
 DAILY, Six Months, \$3.00
 DAILY, Three Months, \$1.50
 DAILY, One Month, \$0.50
 WEEKLY, One Year, \$2.00
 WEEKLY, Six Months, \$1.00
 WEEKLY, Three Months, \$0.50
 WEEKLY, One Month, \$0.25

The Daily Intelligencer is delivered by carrier in Wheeling and adjacent towns at 15 cents per week.

Persons wishing to subscribe to the DAILY INTELLIGENCER can do so by sending in their order to the Intelligencer office on Federal Hill or to the carrier.

TELEPHONE NUMBERS:

Editorial Room, 431
 Business Office, 419
 (Entered at the Postoffice at Wheeling, W. Va., as second-class matter)

PERSONS going out of the city for either long or short periods, can have the INTELLIGENCER forwarded to their address at the rate of 5 cents per month—postage prepaid.

WHEELING, JUNE 28, 1890.

It was not Mr. M. J. Finley's tariff views that defeated him for the nomination for the Legislature, what was it? The convention evidently did not want him. Why not?

The President has approved the independent pension bill voted by President Cleveland. This has the Republican Congress and a Republican President redeemed another pledge made to the people.

SARAH BERNHART is anxious to accompany Explorer Stanley on his return to Africa. Stanley might make use of her as a ransomed for his gun, and thus avoid the necessity of taking along an extra horse.

The English Government tried to pass a taxation bill without consulting Lord Hartington and his little faction, and now it is sorry. Lord Hartington's crowd, though not large, is large enough to frustrate Salisbury's schemes.

In the debate on the Federal Election bill one Southern member declared that the whites would rule the South or leave it, and they had no intention of leaving. This may be taken as an intimation that law or no law the South will continue to see to it that the negro vote is suppressed.

The pushing and overwhelming city of Chicago was selected by Congress as the site for the World's Fair, but Chicago, with all its dash and all its scope of territory, is unable to select a site for the World's Fair. Does Chicago know that the eagle eyes of New York and St. Louis are riveted on her?

"For what did the Union soldiers fight? Why, many of them for eight dollars a month and their bounty?" This exclamation is made in the editorial columns of the Charleston Free Press, one of the leading Democratic papers in this State. Our friends on the other side are beginning their diggs at the Union soldier very early this year.

PHILADELPHIA is greatly put out because Chicago outshines her in population. And yet Philadelphia has no cause to complain, for had she done like Chicago and annexed a large number of country districts, she might have beaten her western rival out of sight. Philadelphia's million is solid. Chicago's million and a quarter is scattered over a large area, some of which was only recently acquired.

The Republicans of the Eighteenth Ohio district did the proper thing in re-nominating Colonel Taylor, and the honest people of the district should admit a rebuke to the Democratic legislators for their shameful gerrymandering of the district by giving him a good majority. Colonel Taylor is a faithful, hard-working, conscientious Representative, and deserves re-election. He will serve his people well in the future, as he has in the past.

Since Hon. S. B. Elkins has stated that he has no desire to run for Congress in the Second district, the Democratic papers have ceased to abuse him. Mr. Elkins' announcement has caused them to recover from the fit which the bare mention of his name threw them into. But the Republicans of the Second district may take a notion to nominate Mr. Elkins in spite of his objections. Should they in this the Democratic mad batteries will again be let loose.

The recent reason opens unusually brisk this year. A Philadelphia sealer has sailed into port with the heads and skins of two monsters the waters were killed by him. The most interesting part of the Captain's story is that the crew into the serpents and related the food. This will do for a pointer for the seaside hotel man. He can not only advertise the annual appearance of the sea serpent in his report, but can make his serpents doubly attractive by placing him on the bill of fare.

In the obstructed view of Senator Reagan, when women vote they must do all the voting and all the stump-speaking, leaving to the cretulous lords of cretinism all the credit and all the blame. It would do the Texas Senator good to have a session with some of the womanly women of America who earn their living in employments which used to be thought fit for men only, chiefly because these employments require brains and application. The American woman is coming to the front, Senator, and don't you fail to remember it.

Maine to the Farmers.

Secretary Blaine last week gave a quiet ride to the Western farmers, in a letter addressed to a group of Minneapolis, Minn., who, if they accept it, might prove of value to them. He has been constantly asked, writes Mr. Blaine, "that the Western farmers demand the unconditional repeal of the sugar duty. It is within the power of Western farmers, by encouraging a system of reciprocity, to secure, in exchange for the repeal of this duty, the free admission of their breadstuffs and provisions into the markets of forty millions of people, including Cuba. In my opinion this is the most profitable policy for the Western farmer. Free sugar in the United States should be accompanied by free breadstuffs and provisions in Spanish America."

principles, as our Free Trade friends would have us believe. It is the scheme of reciprocity which is bound to be consummated within a year or so, so the sentiment in its favor is increasing very rapidly. The opinion is gaining that when put into shape the plan will give to the Republican an issue in which it will sweep the country in 1892. Hence the efforts of the Free Traders to misconstrue and misrepresent it.

The Democratic Nominations.

Ohio county Republicans did not make the mistake of belittling the strength of the legislative ticket placed in the field yesterday by the Democrats, and should look about for material that can beat it. There is plenty of it, and the exercise of good judgment is all that is needed to bring it into the field. The character of the Democratic nominations and the course pursued in selecting them demonstrates two things—first, that the party realizes the serious condition that confronts it, and the fact that the Democracy is in the throes of death, as illustrated by the last election; second, that they have carried out the policy outlined by the State Conference at Parkersburg last week, which is to select the best men available. It is undoubtedly true that the ticket nominated yesterday could have been improved upon, but it does not follow that it is not a formidable one.

The Intelligencer trusts that the Ohio county Republicans will come together at their primaries in a spirit born of a determination to send a solid delegation to the Legislature this year as a rebuke to the desperate gang of politicians who composed the last Assembly and succeeded in cheating the people of West Virginia of their rightfully elected Governor. To this end the aim should be to prevail upon the best and strongest men available to make the race—men who are willing to sacrifice any private considerations for the good of the party and for the State of West Virginia.

The Wheeling & Lake Erie Railroad. Is the Wheeling & Lake Erie Railroad, now within eight miles of Wheeling, coming to this city without any regard to what may be done to bring it here? Or are the representatives of the railroad company frankly declaring the company's determination when they say a stock subscription of \$100,000 is the price of the thing we have long and so ardently desired?

These questions are not easy to answer. It may be that the road will come anyhow, because there is good business awaiting it here. If the enterprise were of less importance to us than it is we might take the chances. In a matter of so much moment to this community the last thing we can afford to do is to take the chances. Wheeling needs more railroads, and she needs especially this particular railroad for its benefit to our manufacturers and to our jobbing and retail merchants. If it be true that we need the new railroad, it remains only to determine whether the price is fair and whether we are able to pay the price.

Individual subscription having fallen short of the required amount, it is proposed that Ohio county, which is substantially Wheeling under another name, shall subscribe to \$100,000 worth of the stock of the company to be paid when the company shall have spent within the county a like amount for terminal facilities. None of the money is to go into the construction of the road. The price is not unreasonable. The money would remain at home in a form easily reached for taxing purposes. It is the custom to discount such subscriptions as gifts, but it should be borne in mind that in this case the subscription would be to a stock now being brought in the market for cents on the dollar. The subscription would have, therefore, a market value of \$40,000 at the start, and the day the road enters Wheeling its value should be very much more.

Ohio county is able to pay the price; and this may be done by an issue of bonds for the purpose, or by the sale of the county's holdings in the Pittsburgh, Wheeling & Kentucky road. It is true that those holdings are a good investment, but when the money was put into that enterprise it was not with a view to secure a good investment but to bring to Wheeling a much needed railroad. The double success of the venture vindicates the public judgment.

The interest of Ohio county in that road represents a present market value of about \$140,000—\$100,000 more than enough to secure the Wheeling & Lake Erie. As a business proposition Ohio county needs the Wheeling & Lake Erie \$100,000 worth; she does not need to hold fast to the investment in the Pittsburgh, Wheeling & Kentucky. It would be good business to take the money out of the enterprise which it was intended to help, and with it insure another railroad of importance hard to exaggerate.

The Intelligencer is convinced that this is the best way to provide the money. Rather than run the risk of losing the road a loan should be made to raise the money. The County Commissioners will be doubtless as glad to make such a loan as to give it to the State. The essential thing is to make sure of landing the Wheeling & Lake Erie in Wheeling. The sooner the better, before the new road gets switched off in another direction.

Crossing the Atlantic in Five Days. New York Tribune.

An expert opinion of higher value on the question of still further reducing the time required to cross the Atlantic could scarcely be obtained than that of the builders of such swift and magnificent steamships as the City of Paris and the City of New York. Mr. James H. Thompson, of the firm of James & George Thompson, who have been twice ocean branties, has written briefly but pointedly on this question. He has "no hesitation in saying that in a very short time the record will probably be reduced to five days." As the principal agent in reducing the time of the voyage, he rates the twin screw, declaring that its superiority to the single screw is beyond dispute. While a reduction of the passage to less than five days is impossible from an engineering point of view, Mr. Thompson believes that it would be imprudent for any company to build a ship so fast, as the expenditure would make it extremely doubtful whether such a ship would pay. Of course it is obvious that there must be limit to the speed of an ocean steamer; but he believes that a ship so fast would be reached in five days does not seem an unreasonable time from Sandy Hook to New York.

For a Disordered Liver try Bechman's Pills.

Sick Headache. Loose's Red Clover Pills cure sick Headache, Dyspepsia, Indigestion, Constipation, Biliousness, and all the ailments arising from a disordered liver. For sale by Logan Drug Company, New York.

Children Cry for Pitcher's Castoria.

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RIVER AND OCEAN.

Great Navigation Scheme Which Will Effect Wheeling Indirectly.

Mr. John F. Cahill, editor of El Comercio del Valle, the well-known Spanish-American Journal of St. Louis, is at the Grand Hotel. He will spend a few days in the city, having come on the invitation of some prominent gentlemen of this city who are interested in the Mississippi River and Navigation company, of which he is a prominent member. He will be found at the hotel, and will be glad to put in the trade a steamship adapted for river and ocean navigation. It is to be built on the Lucas plan, and will, when loaded with 3,000 tons of freight, draw only eight feet of water. In addition, its peculiar build and movable center board arrangement will make it perfectly adapted to the coast trade, and the best of all, it is to be built on the Lucas plan, and will, when loaded with 3,000 tons of freight, draw only eight feet of water. 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